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Current supply timing control mechanism for fuel cut-off valve for compressed natural gas fired engine in vehicles - determines current supply time, based on pressure difference between front and rear sides of fuel shut off valve

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Patent Family:

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JP 11270412	A	19991005	JP 9874300	A	19980323	199953 B

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Patent Details:

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JP 11270412	A		9 F02M-021/02	

Abstract (Basic): JP 11270412 A

NOVELTY - A control unit (18) detects the pressure difference between the front and rear sides of a fuel shut off valve (13). The control unit determines current supply time based on comparison of pressure difference with a predefined value. The current supply time, when pressure difference is greater than the predetermined value, is larger than that when pressure difference is lesser. DETAILED DESCRIPTION - The pressure at the front and rear sides of the fuel shut off valve is determined by the pressure sensors (16,17). The control unit supplies the holding current to the valve after the supply of the initial current.

USE - For shut off valve of compressed natural gas fired engine in vehicle.

ADVANTAGE - Since the control unit determines the current supply time to the fuel shut off valve, based on the pressure difference between the front and rear sides of the valve, power consumption is controlled optimally, and the durability and efficiency of the fuel shut off valve is improved. DESCRIPTION OF DRAWING(S) - The figure shows the schematic block diagram of the current supply timing control mechanism for fuel shut off valve of fuel supply system. (13) Fuel shut off valve; (16,17) Pressure sensors; (18) Control unit.

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Title Terms: CURRENT; SUPPLY; TIME; CONTROL; MECHANISM; FUEL; CUT; VALVE; COMPRESS; NATURAL; GAS; FIRE; ENGINE; VEHICLE; DETERMINE; CURRENT; SUPPLY ; TIME; BASED; PRESSURE; DIFFER; FRONT; REAR; SIDE; FUEL; SHUT; VALVE

Derwent Class: Q52; Q53; X22

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